

AMS

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25X1A

25X1A

[REDACTED] 20 September 1973

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PROJECT HEADQUARTERS
DIRECTIVE [REDACTED]

25X1A

[REDACTED] 25X1A

U-2 FLYING REQUIREMENTS

1. PURPOSE: To supplement Headquarters Directives as regards U-2 proficiency training [REDACTED] 25X1A
2. RESPONSIBILITY: It is the responsibility of the Director of Operations to insure that all U-2 pilots maintain the degree of proficiency required by Project Headquarters Directive [REDACTED] and this Supplement.
3. GENERAL: The following proficiency training guidelines are established as a supplement to Headquarters requirements to insure that all mission pilots maintain a high degree of basic proficiency and a more efficient use of scheduled flying time:
 - A. Desired Proficiency Training items to be accomplished by each mission pilot during each training quarter are:

(1) Jet Penetrations	- 12
(2) Non-precision approaches	- 12
(3) Precision approaches	- 18
(4) SFO patterns	
(a) with flaps	- 10
(b) without flaps	- 10
(5) No flap landings	- 6
 - B. The following restrictions apply to proficiency training items
 - (1) Proficiency training items may not be accomplished on a sortie after four (4) hours duration, except that one precision or one non-precision approach may be accomplished on a sortie after four (4) hours of flight.
 - (2) Precision and non-precision low approaches will normally not be continued below published minimums. This will provide training in leveloff for actual instrument conditions while adding a safety factor.

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- (3) GCA approaches may be flown during IFR conditions if traffic permits and with tower approval. Exception: If weather is below 1500'/3 miles, only one article is permitted to make multiple approaches at any given time.
- (4) No-flap landing practice will be accomplished on touch and go landings.
- (5) Touch and go landings are not permitted under the following conditions:
 - (a) After 4 hours of flight.
 - (b) Total winds in excess of 25 Kts.
 - (c) 0-15 KTS total wind with more than 10 KTS crosswind component.
 - (d) 16-25 KTS total wind with more than 5 KTS crosswind component.

C. Mission accomplishment forms (MAF) (Attachment 1) will be accomplished for each scheduled flight as follows:

- (1) The Operations section will fill out the "Scheduled" column of the MAF prior to mission briefing.
- (2) The mission pilot will complete the "Accom" column of the MAF during mission debriefing.
- (3) The Operations section will insure the information is logged on the appropriate chart.

D. Operationally Ready ("OR") pilot proficiency requirements are as follows:

- (1) Pilots assigned to this Detachment will be required to demonstrate a high degree of proficiency in all aspects of mission related activities. A pilot showing lack of proficiency in any area, may be removed from Operational Ready status by the Manager [redacted] until subject pilot again demonstrates the proficiency necessary for "OR" Pilot status. The following guidelines, applied against both Operational and Training Missions, will determine when a pilot is to be removed from "OR" Pilot status.

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- (a) Inability to maintain photo flight lines within 3 NM of planned track, unless there are extenuating circumstances, i.e.; weather, systems activity, etc.
 - (b) Consistent failure to operate equipment as briefed.
 - (c) Any other indications of lack of proficiency that could cause degradation of a mission or demonstrate an unsafe trend.
- (2) After a pilot has been placed in "Qualified U-2 Pilot Status" for the above reasons, he will be scheduled for extensive retraining until he again demonstrates the proficiency required of an "OR" Pilot.

[Redacted] Detachment Commander

1 Attachment
Mission Accomplishment Form

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[Redacted]

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DATE _____

MISSION ACCOMPLISHMENT FORM

PILOT	MISSION NUMBER	ACCOMPLISHED	REMARKS
SCHEDULED	NUMBER		
HI FLIGHT	_____	_____	_____
HI W/CONFIG	_____	_____	_____
SIM OPS MSN	_____	_____	_____
LO FLIGHT	_____	_____	_____
PENETRATION	_____	_____	_____
PRECISION APCH	_____	_____	_____
NON-PRECISION APCH	_____	_____	_____
SFO WITH FLAPS	_____	_____	_____
SFO WITHOUT FLAPS	_____	_____	_____
NO FLAP LANDING	_____	_____	_____
TOTAL HOURS	_____	_____	_____

Attachment

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